

FEIS Available for Review

The Final Environmental Impact Statement (FEIS), Record of Decision (ROD), and the Public Hearing Transcript from the March 1999 Location/Design Public Hearing are available for review on CD by contacting the Project Manager. Printed copies are available for review at the following locations during normal business hours:

- Howard County Central Library
10375 Little Patuxent Parkway
Columbia, MD 21044
(410) 313-7800
- Howard County Dept. of Planning and Zoning,
3430 Court House Dr.,
Ellicott City, MD 21043
(410) 313-2350
- SHA Dayton Shop
4401 MD 32
Dayton, MD 21036
(410) 531-5533
- SHA District 7 Office
5111 Buckeystown Pike
Frederick, MD 21701
(301) 624-8250
- SHA Library – Room C-604
707 N. Calvert St.
Baltimore, MD 21202
(410) 545-5553

Questions

Contact Mrs. Nicole Washington
Project Manager
410-545-8570 or
1-800-548-5026
or mail:
707 North Calvert Street
P.O. Box 717, Mail Stop C-301
Baltimore, MD 21203-0717

Ms. Felicia Alexander
Project Engineer
410-545-8511

Ms. Allison Grooms
Environmental Manager
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Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lieutenant Governor
Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

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Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
P.O. Box 717, Mail Stop C-301
Baltimore, Maryland 21203-0717



MD 32 Planning Study Update



PROJECT NEWSLETTER • SPRING 2006

Location and Design Approvals Received for MD 32 Planning Study

Plans to improve an approximately nine-mile section of MD 32 from MD 108 to I-70 have received Location Approval from the Federal Highway Administration (FHWA) and Design Approval from the Maryland State Highway Administration (SHA). Location Approval was granted on November 18, 2005 and Design Approval was received on March 12, 2006.

The approved improvements comprise Build Alternative II Modified, which focuses on improving safety and capacity through the corridor while attempting to minimize right-of-way impacts; residential and business displacements; and environmental impacts. Build Alternative II Modified is based on collected information, thorough analyses, and input from public agencies and local citizens.

The Selected Alternative: Build Alternative II Modified

The Selected Alternative will include construction of two new lanes generally on the west side of existing MD 32, resulting in a four-lane divided highway. Upon completion of this project, the access points onto MD 32 will be limited to interchanges.

Interchanges will be built at the following locations:

- Linden Church Road (Option 2)
- Dayton Shop (Option 1 Modified)
- Burntwoods Road (Option 3)
- Rosemary Lane Interchange (Option 2A)
- MD 144 (Option 12M)
- I-70 (Option 2)

This project will complete MD 32 (the Patuxent Freeway) as a fully access controlled roadway from I-97 in Anne Arundel County to I-70 in Howard County.

Interchange Details

See inside for details

What's Next

MD 32 Planning Study

Now that the MD 32 Planning Study has obtained Location and Design Approvals, Project Planning is complete. The project now proceeds to the remaining project development phases (design, right-of-way acquisition, and construction) when funding is programmed for these phases. It is anticipated that the MD 32 Selected Alternative would be implemented in stages or break-out projects. The first of these projects is the Burntwoods Road interchange.

Burntwoods Road Interchange Moving Forward

The MD 32 at Burntwoods Road Interchange is funded for design, right-of-way, and construction. Design of the interchange is ongoing and construction is scheduled to begin in 2007. For more information regarding this project please contact Project Manager, Mr. Mayank Vyas at 410-545-8865 or by email at mvyas@sha.state.md.us.

Access Management Plan

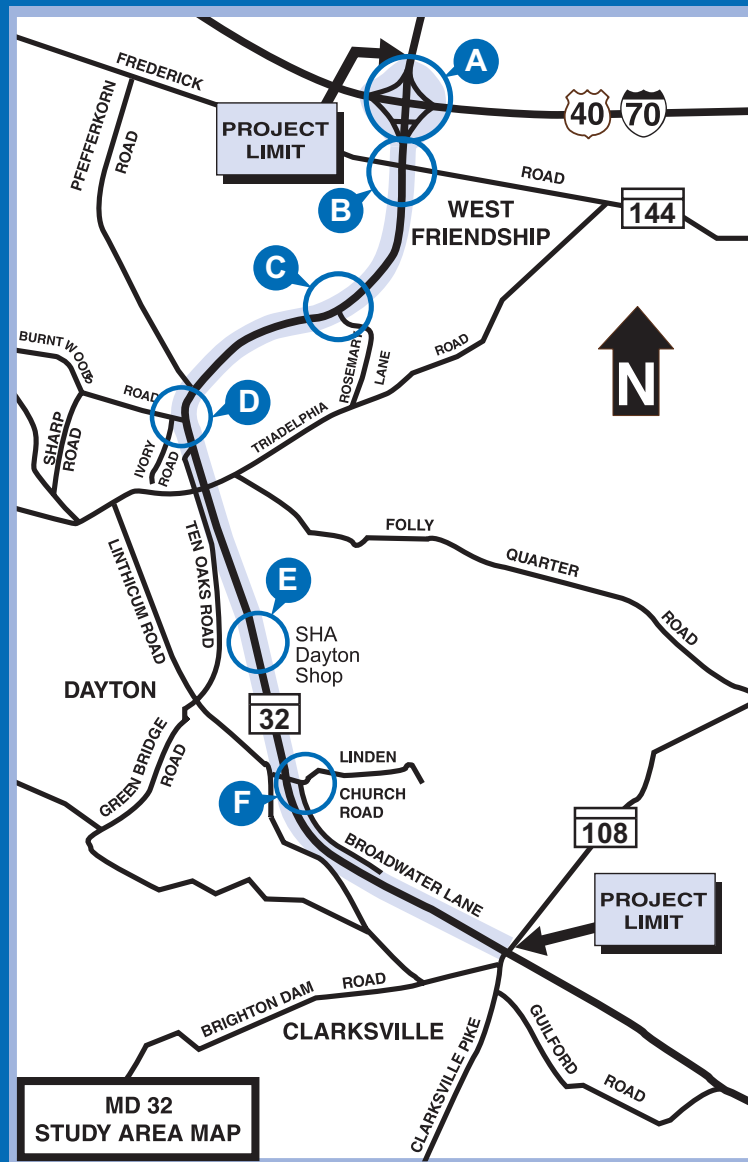
An access management plan has been developed as an interim measure and could be implemented prior to full construction of Build Alternative II Modified. The interim improvements would be considered to address public concern about the need for additional short-term safety improvements.

The plan would provide improvements to MD 32 between Burntwoods Road and MD 144 by removing existing driveways and access points from MD 32 and redirecting the traffic to the existing local intersections. These improvements will be designed to coordinate with the alignments in SHA's Build Alternative II Modified and will minimize the amount of wasted pavement and earthwork.

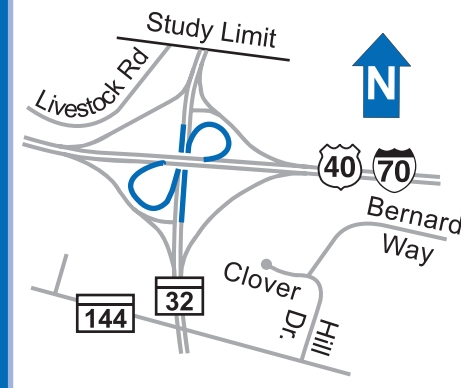
Short-Term Improvements Completed

In addition to the overall Project Planning Study, several short-term improvements have already been constructed. SHA has installed signs along the corridor from MD 144 to Ten Oaks Road that reduces the speed limit to 50 mph, in conjunction with increased speed enforcement. Additional signs have been installed concerning no passing, required headlight use, and school bus safety. Finally, a virtual truck weigh station will be operational by summer 2006.

A Closer Look at the Selected Alternative



A I-70 Interchange Option 2



I-70 Interchange Option 2

This interchange will provide a partial cloverleaf interchange with loop ramps and slip ramps in the northeast and southwest quadrants. The left turn movement from the I-70 off ramps to MD 32 will utilize slip ramps, which will be controlled by half signals. Northbound traffic on MD 32 will be controlled by the signal at the westbound I-70 exit ramp while the southbound traffic will be controlled by the signal at the eastbound I-70 exit ramp.

B MD 144 Interchange
Option 12 M

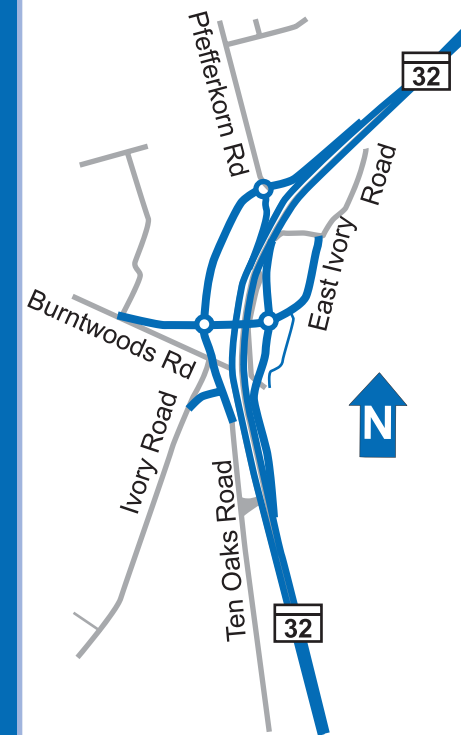


MD 144 Interchange Option 12 M

This interchange will consolidate the current access points at MD 144, Fox Chase Estates, and the dispersed driveways between these two roads. This option will provide a frontage road parallel to and west of southbound MD 32, which extends from Fox Chase Estates to MD 144 and is designed to accommodate local traffic. Southbound access will be provided with right-in/right-out ramps located approximately 2,500 feet south of the existing MD 144 intersection that creates a T-intersection with this frontage road.

Northbound access will be provided by a loop ramp and an outer directional ramp in the southeast quadrant. MD 144 will remain in its existing location, but it would be raised to span over MD 32.

D Burntwoods Road Interchange Option 3

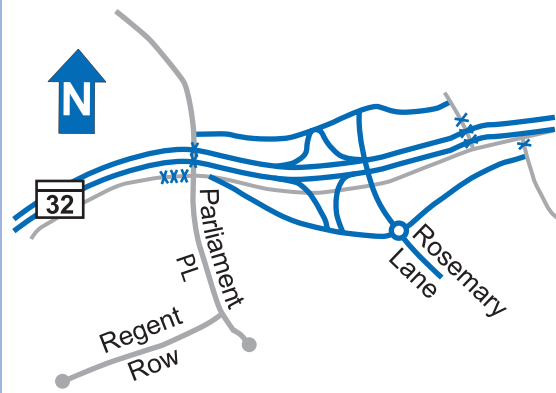


Burntwoods Road Interchange Option 3

The Burntwoods Road Interchange Option 3 will consolidate the current access points at Ten Oaks Road, Burntwoods Road, and Pfefferkorn Road on the west and East Ivory Road on the east. Approximately 2,200 feet of the MD 32 mainline will be shifted to the east through the interchange. The southbound right-in/right-out ramps will connect to a realigned Pfefferkorn Road at a T-intersection. The northbound diamond ramps will connect to the extended Burntwoods Road at a roundabout, just east of MD 32.

West of the interchange, Burntwoods Road will be relocated north of its existing alignment and will continue in a northeasterly direction across MD 32 to connect with East Ivory Road in the northeast quadrant of the interchange. Pfefferkorn Road will be extended south, parallel to MD 32, to intersect with Burntwoods Road and an extended Ten Oaks Road at a roundabout. From this new roundabout, Ten Oaks Road will continue south and connect to its existing alignment slightly south of the existing terminus. Ivory Road will connect to Ten Oaks Road, south of the roundabout.

**C Rosemary Lane Interchange
Option 2A**



Rosemary Lane Interchange Option 2A

The Rosemary Lane Interchange Option 2A will provide access to the local roadway system with right-in/right-out ramps to frontage roads on both sides of MD 32. Rosemary Lane will be extended over MD 32 to the west frontage road to provide east to west access.

The MD 32 mainline will be constructed immediately west of the existing roadway for approximately one mile through the interchange to avoid impacts to the King's Grant community and improve the horizontal geometry. A portion of the existing roadway on the east side will be used as the east frontage road to connect Parliament Place with Rosemary Lane.

The small community of properties in the northeast quadrant of the Rosemary Lane interchange will connect to the north to Wellworth Way and MD 144.

E Dayton Shop Interchange Option 1 Modified



Dayton Shop Interchange Option 1 Modified

This interchange will provide access to the State and County Dayton Shop maintenance facilities with diamond ramps to and from MD 32 southbound and right-in/right-out access northbound.

Linden Church Road Interchange Option 2

This interchange will provide access to the local roadway network with a full diamond interchange at MD 32 and Linden Church Road.

F Linden Church Road Interchange Option 2

